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Новый шелковый путь и феномен китайской мечты

В статье рассматривается новый глобальный инфраструктурный проект Правительства Китая, который носит условное название «Новый шелковый путь». Наряду с проектом Нового шелкового пути руководство страны запустило внутрикитайский проект «Китайская мечта», который, в свою очередь основывается на принципе социального единства на пути к общей цели. Феномен китайской мечты широко известен за пределами Китая и также освещен в данной работе.

The New Silk Road and The Chinese Dream phenomenon

President of the People's Republic of China Xi Jinping announced the project of one economic belt in September 2013. The project included the New Silk Road and the Marine Route of the 21st Century. The new project was named as «One Belt One Road» (OBOR). On the whole, the new initiative has involved 60 countries from Central and South-Eastern Asia, Eastern Europe, The Asia-Pacific region, and Russia.

The Annual report of the International Monetary Fund showed that Chinese economy in the past 30 years has taken a leading position in the world in Purchasing Power Parity (PPP) due to the increase of production and trade turnover. The government's goal now is a move to a sustainable economic development that is focused on the consumption of services and goods. For this reason, China concentrates on export in international trade relations, while economic development is achieved by realization of cross-border infrastructure projects. “One belt” project should create conditions for implementation of China's economic development plan.

Xi Jinping works as a conductor of Chinese political outlook into the outside world and announces great infrastructure projects in key Asian countries. Thus, he emphasizes the importance of participation of every country in the project and the Chinese "Policy of inclusion" ("Great neighborhood policy") in relation to its partners. For instance, "One Belt One Road" project was introduced in Astana (Kazakhstan) in 2013; "Marine Road of 21st Century" also was announced in 2013, in Jakarta (Indonesia); the memorandum on building high-speed railways between Moscow and Kazan was signed in Moscow (Russia).

On the one hand, OBOR project implies global integration development; on the other hand, it is called for adjustment of China's backward Western regions and high-developed Eastern regions. Therefore, China's goods export to European countries, Central and South Asia countries is the key area in the development of trade relations. All these factors will make it possible to create favorable export conditions for finished goods in limited time due to a vast 30-year experience of infrastructure development and the accumulation of foreign currency reserves in foreign funds.

The principle of win-win collaboration works here, when countries-participants will get new high-speed railways, new modern cities, and financial resources, in exchange for the import of Chinese goods on most favored nation treatment.

The world community believes that the "Chinese dream" phenomenon will revive amidst Confucianism as a counterpoint to the "American dream" which was popular in the 20th century. The only difference is that Chinese term means the search for the common welfare and not personal well-being.

Initially, the "Chinese dream" in China was announced by Lee Tszyunzhu, Vice-Rector of the Higher Party School of the CPC Central Committee. Later the Chinese term (Chinese dream) was developed into the concept of National Revival and recovering country's former glory.

The Chinese dream concept rapidly grew into a powerful ideological instrument in the hands of the Communist Party of China. For instance, a book titled "Chinese dream" by Liu Mingfu, Professor of Beijing University of National Defense was published in 2010. The book presented the concept of a government plan for capacity building in economic and military spheres. The concept was significantly complemented and published in 2014 as a separate chapter in a collection of reports and speeches called "Xi Jinping: The Governance of China". Xi Jinping's

collection is translated into main languages and is compatible with Mao's Red Book in popularity.

According to V.A. Kiktenko, the concept includes the “National Revival” term, an official recovery of traditional Chinese style of thinking, Confucianism renewal, albeit very cautiously. Chinese policymakers employ the concept terminology for both internal and foreign policy propaganda.

The “Chinese dream” accompanies almost every presented infrastructure project. For example, they named the entry into Arctic government as “Arctic dream”, the creation of trade route network was known as “Asian dream”, and the Marine Silk Road of the XXI century was called “Asia-Pacific dream”.

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